He next referred to the extraordinary delay in granting free passes for the removal of timber from private lands. He cited, as an instance, his own application for a free pass for some timber for a school building. He was able to obtain a pass, in spite of his strenuous efforts, only after five months. Replying to the Dewan, he said that he would prepare a list of such long-pending applications so far as his taluk was concerned and submit the same to the Government. He therefore advocated the necessity for fixing a time-limit and enforcing the grant of the passes within the prescribed time.

The Member referred lastly to the annoyances caused to the people by the low-paid forest guards. The department was insisting on the guards clearing a certain length of reserve boundaries every year. The guards were in their turn getting the work done by the poor ryots in the vicinity. Of course, if the latter should refuse to comply, they would be implicated by the guards in some forest cases. He requested that such annoyances should be put a stop to.

*Dewan's reply.*—The Peishkar of the Division will be asked to enquire into and report on the allegations about the hardships entailed to the ryots by the administration of the Forest Department in the Muvattupuzha taluk.

**16. The grant of licenses for shooting big game under the Forest Regulation.**

*Mr. J. S. Wilkie* (Member, the Central Travancore Planters' Association) said that the fee of Rs. 200 for a license to shoot in reserved forests and lands at the disposal of the Government but not included in a reserved forest was heavy and should be reduced.

*Dewan's reply.*—Under the rules, the fee is only Rs. 100 for a whole year and it includes also permission to shoot in Government lands not included in a reserved forest. The Government do not consider this rate to be excessive.

(3) Trade and Customs Revenue.

**17. The need for developing the trade of the town of Quilon.**

*Mr. K. A. Krishna Pattar* (Member, Trading Classes, Quilon) said that there was no cartable road from the Quilon Chowkey to the Tobacco Bankshall. The carts laden with tobacco had therefore to go round the Valiapalam road to the bankshall, which caused much inconvenience, delay and expense. Further, the Valiapalam road, being the central public road, was always too crowded, and there was much difficulty for the carts to get to the bankshall. The Member therefore urged the necessity for the construction of a bridge over the canal to the south of the Tobacco Bankshall to join the Sea Customs Road. Roads should also be constructed on both sides of the Quilon Canal from Kochupilamoodu to the Tuet Depot. He further requested that, in the interests of the trade of Quilon, godowns for the storage of goods at the Sea Customs and Land Entrance Chowkeys and boat basins and landing ghats at convenient stages in the canal should be constructed.

*Dewan's reply.*—Noted.

**18. The improvement of the trade of Alleppey and some suggestions for its protection by the Government.**

*Mr. P. John Mathew* (Member, Trading Classes, Alleppey) said that Alleppey had made rapid progress in commerce during the past few years. Many new firms were established and several European firms of Cochin also opened branches in the town. Alleppey possessed almost the same facilities for landing shipping as Cochin, except the benefit of a natural harbour. The several canals, with their terminus near the pier, afforded much facility for the conveyance of cargo up to the pier for shipment. The Member remarked that, with those advantages, the trade of Alleppey would make greater progress in course of time, if only the Government would render some help to the merchants. If facilities were given to the Alleppey

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